

20TH NOVEMBER 2003

AGENDA ITEM NO: 16

SALISBURY TRANSPORTATION PLAN – DISABILITY ACCESS ACTION PLAN

Purpose of Report

1. To inform Members of progress on disabled parking provision in Salisbury as detailed in the report brought before the Salisbury Transportation Plan Joint Committee on 4th December 2002, and to request the approval of the allocation of £10,000 from Salisbury District Council budget towards implementing various measures outlined in this report.

Background

2. Salisbury city centre is an attractive venue for people with mobility difficulties, not only being flat but the network of city centre streets provides easy vehicular access in most cases. A disabled access guide was produced earlier this year providing a wealth of information on disabled friendly attractions, facilities and businesses within the Salisbury area.
3. However, in welcoming people with mobility difficulties it is important to retain a balance and to avoid obstructive parking on traffic sensitive streets, at bus stops or where loading activities take place.
4. Both disabled people and the parking enforcement team have highlighted a number of parking issues. To this end a programme of parking surveys was undertaken to quantify the scale of problems identified and for use in developing a coherent strategy for disabled parking. A report on disabled parking formed Appendix B to the report on parking restrictions in the city centre taken to Joint Committee on 4th December 2002. The need to help people who depend upon car borne access because they experience mobility difficulties was first identified in the Salisbury Parking Strategy. Relevant extracts of the strategy are included as **Appendix 1** to this report.
5. Currently parking for disabled badge holders (DBH) in Salisbury takes a number of forms:
 - on double and single yellow lines for up to 3 hours
 - in disabled spaces on street currently for up to one hour
 - free of charge in on street bays for unlimited time
 - in residents parking zones without restriction
 - in Council run car parks in marked disabled bays for up to 2 hours
 - in any space in Council run car parks without restriction or charge.

There is therefore, a need in Salisbury to bring all of the above together to develop a coherent approach to the provision of disabled parking. This report highlights work carried out with members of the disabled community and the way forward that has been identified.

Consultation

6. Following on from the report in December 2002 a Working Group has been set up involving representatives from various groups within the disabled community. Organisations represented include Lifestyles, Shopmobility, and Wiltshire and Swindon Users Network. Five meetings of the Group have been held to date to discuss disabled parking, identify associated issues and determine a way forward. Maps and ideas have also been exhibited at Shopmobility for additional comments. The result of the meetings has been the production of an agreed list of action points which are highlighted in priority order in **Appendix 2**.
7. A number of measures were identified but, following discussions and feasibility assessments, never made it onto the priority list. These included the provision of drop off points. The issue of being able to park for a short length of time to enable a disabled person to be “dropped off” and taken to their final destination was discussed at length. The consensus of opinion was that there was the need for various drop off points to be located around the City. However, drop off points are not recognised within the Traffic Signs Regulations and General Directions 2002 and therefore cannot be marked on the highway. Loading bays and double yellow lines can all be used by disabled badge holders, serving the same purpose but being much more common and widespread than drop off points.
8. Discussions also focused around the use of the disabled symbol on proposed variable message car park signing for the City. However there are already problems with locating the proposed signs due to limited footway width and they have had to be minimised to ensure that they fit. It is therefore not possible to fit any more information on these signs. Instead it has been agreed that the symbol can be left off the signs if disabled spaces are provided in all District Council run car parks and these are listed in the parking leaflet and signed at the entrance to the car parks.
9. The provision of additional disabled car parking spaces in District Council car parks will have, in certain instances, a revenue implication. Where spaces can be located within existing wide spaces then they can be replaced like for like and it can be assumed that a disabled person will park in one of these spaces as opposed to parking in an ordinary parking space. However in a number of instances it will be necessary to reduce the overall number of parking spaces. A standard parking space is 2.4m by 4.8m whereas a standard disabled bay is 2.4m by 4.8m with an additional width of 1.2m along each side. This means that for every two disabled spaces 3.5 standard spaces are required. No calculations have been undertaken for this report to ascertain how many standard spaces would be lost and how many disabled spaces would be gained. However a survey will be carried out in conjunction with Parking Services on how wide disabled parking bays can be provided in each car park and permission sought from the Head of Forward Planning and Transportation before works are commenced.

Reason for Recommendation

10. To fulfill Priority 2 “Helping people who depend upon car borne access because they experience mobility difficulties” and in the Salisbury parking strategy (adopted January 2000).

Recommendation

11. That the actions in **Appendix 1** are endorsed and that £10,000 be made available towards implementing the measures identified by the Group in the order on the list.

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The following unpublished documents have been relied on in the preparation of this report:

None

Environmental Impact of the Recommendations contained on this report:

This scheme will have limited environmental impact.

EXTRACT FROM SALISBURY PARKING STRATEGY

4 Defining the Vision and Policy Objectives

4.1 This parking strategy has a vision of **Salisbury as a city where residents, businesses, and visitors can easily access services and facilities using transportation networks that are sustainable and provide equality of access, whatever mode of transport is used.**

4.2 In order to achieve this vision the following objectives have been set:

- to sustain and develop the economic vitality of Salisbury as a whole, the city centre and individual businesses;
- to reduce the safety hazard caused to pedestrians and to cyclists and ease traffic congestion on city centre roads and important arterial routes caused by illegal on-street parking;
- to encourage access by sustainable modes of travel; and
- to reduce traffic movement within the city, particularly during peak travel periods and thereby contribute to:
 - reducing traffic emissions, noise and intrusion;
 - increasing road space for cyclists and local residents; and
 - improving the setting of historic buildings.

The above objectives demonstrate that measures proposed by this strategy to control parking provision and price are targeted solely to achieve the wider objectives of the Salisbury Transportation Plan and are not related to any proposals to raise revenue through car parking charges or to dispose of sites such as Salt Lane and Brown Street car parks.

4.3 In achieving these objectives, this strategy proposes the following order of priority:

Priority 1:	Meeting the reasonable requirements of residents to be able to park near their homes.
Priority 2:	Helping people who depend upon car borne access because they experience mobility difficulties.
Priority 3:	Providing access for shoppers, customers to businesses and tourist attractions.
Priority 4:	Ensuring adequate kerbside access for: <ul style="list-style-type: none"> • Essential servicing of premises; • Bus services; and • Taxis
Priority 5:	Providing visitors and commuters who do not need to bring their car into the city with a high quality and practical alternative.

PROPOSAL NINE	IDENTIFY SITES IN CONSULTATION WITH PEOPLE WITH MOBILITY DIFFICULTIES FOR ADDITIONAL DEDICATED ORANGE BADGE PARKING BOTH ON AND OFF STREET
PRIORITY TWO	PEOPLE WITH MOBILITY DIFFICULTIES
Issues Addressed	<ul style="list-style-type: none"> • People with mobility difficulties need short stay parking close to facilities and services
Guiding Principles	<ul style="list-style-type: none"> • Part of a wider transportation strategy designed to improve overall levels of accessibility. • Shared responsibility on part of people with mobility difficulties to make sensible use of the car so as to lessen the impact on individuals. • Provide quality service. • Targeted to issues and avoiding broad brush solutions. • Guided by monitoring and review at each stage.
Proposals in Detail	<p>Identify sites for additional dedicated disabled parking both on-street and off-street and consult with people who participate in the Orange Badge Scheme (or any future scheme following the Government's current review). This process is already included in the programme of city centre enhancements but will be extended to include further spaces in off-street car parks. This proposal is linked to proposal 15 and provision of Park and Ride.</p>
Timescale	<p>On-street – Ongoing Off-street – After commencement of Park and Ride</p>
Cost	Disabled badge holders park free and further dedication of spaces will reduce parking revenue income

DISABLED PARKING: ACTION PLAN

Action Point	Response	Approx. cost £
1. Provide better information	Provide a leaflet in conjunction with Parking Services to give advice on where disabled people can park, at what cost and for how long.	1000
2. Reduce the need to park on street.	Provide one additional space required in Brown Street car park, and make provision in Salt Lane car park which currently has no allocated disabled spaces. Identify further spaces in the Maltings car park for conversion to Shopmobility parking.	500
3. Provide easily accessible spaces	Remark disabled spaces in off-street car parks to accord with recommended standard sizes.	600
4. Provide parking provision for disabled workers.	Identify spaces in central car park for conversion to long stay disabled spaces and amend legal off-street orders accordingly.	No direct cost
5. Provide consistency in parking provision	Change legal parking orders to standardise the length of stay in disabled spaces to 3 hours be it on or off-street. This would involve changing the current one hour on street disabled bays to three hours and the two hour off-street disabled bays to three hours	500
6. Cater for all disabled drivers	Move the bollards outside the Playhouse back slightly to allow for vehicles with rear access to park.	250
7. Foster good relationships between the Council and the disabled community	Involvement of a representative from the disabled parking group during Ambassador training would enable different views to be put across and areas of confusion to be clarified	None
8. Provide clear signing within car parks	Provide signing of location of disabled spaces within car parks and also clear indications of applicable length of stay.	2500
9. Link disabled car park locations with main destinations with wheelchair accessible routes.	Identification of main routes between the car parks and the major destinations and provide dropped kerbs where appropriate. Priority route identified as the Cheese Market	3000
10. Replace on-street spaces with off-street spaces where possible.	Remove the on-street disabled spaces in New Canal and instead provide an additional parking space in the "Pig Market".	250